

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

S-E-C-R-E-T

50X1-HUM

COUNTRY East Germany

REPORT

SUBJECT Construction at Neubrandenburg Airfield DATE DISTR. 18 MAY 1959

NO. PAGES 1

REFERENCES RD

DATE OF INFO.

50X1-HUM

PLACE & DATE ACQ.

50X1-HUM

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

report on Neubrandenburg airfield which gives information on the following: (1) Runway and Taxitrack System, (2) Rail Spur, (3) Concrete Mixing Site, and (4) The Labor Force. A sketch showing installations on the airfield is also included.

50X1-HUM

50X1-HUM

S-E-C-R-E-T

STATE	ARMY	X	NAVY	X	AIR	Ev	X	FBI	AEC					
(Note: Washington distribution indicated by "X"; Field distribution by "#".)														

INFORMATION REPORT INFORMATION REPORT

**SECRET**

50X1-HUM

EAST GERMANYAIRNEUBRANDENBURG Airfield: Reconstruction Progress

50X1-HUM

Appendix: Attached at Appendix "A" is an overlay to J.I.B. NEUBRANDENBURG Airfield plan showing the main features connected with the reconstruction work in progress on this airfield.

50X1-HUM

RUNWAY and TAXITRACK SYSTEM

1. Save for one section (App. "A" fig.1) the concrete forming the whole of the former E/W runway has been broken up and removed. The concrete of the former runway averaged 20 cms. in thickness (varying in places between 18 and 30 cms.) and was 80 m. wide (20 x 4m. wide slabs); one section of it, adjacent to the junction with the N/S runway, was covered with 3 to 4 cms. of tarmac. The one remaining section of the old E/W runway is approximately 450 m. long, being made up of 113 x 4 m. long slabs; this section is to remain and will form part of the new runway, though a number of damaged concrete slabs have been removed from it, and will be relaid.
2. The N/S runway has not been taken up (App. "A" fig.2).
3. Preparatory excavating and levelling work is being carried out for an extension to the eastern end of the E/W runway, of about 500 m. in length (App. "A" fig.4). Work is also going on in preparation for a similar extension to the western end of the runway (App. "A" fig.3); here the ground is too low, and is being built up with earth brought from levelling operations (a) over the eastern half of the former runway, where an upward undulation is being removed (App. "A" fig.5) and (b) in the area 200-300 m. SE of the western end of the former runway, where a small rise in the ground is also being removed.
4. A parallel taxi-track is to be laid about 300 m. to the south of the E/W runway. Preparatory excavating and levelling work has been carried out along the eastern half of this track, the route of which (see App. "A" fig.9) is also indicated by surveyors' posts. Underground drainage piping (20 cms. in diameter) is being laid along the route of the western half of this taxi-track (App. "A" fig.8); the depth of the piping already laid varies between 1.22 m. and 2.34 m. The water will drain away from these pipes in a westerly direction.
5. Two temporary transformers have been set up to the south of the former runway (App. "A" fig.6) to supply overhead lighting on the site. Poles have already been erected along part of the northern side of the runway, and along part of the planned parallel taxi-track (App. "A" fig.7); lamps and cable remain to be installed.

SECRET

50X1-HUM

**SECRET**

- 2 -

6. The target day set for the commencement of concrete laying is 14th April 1959.

Rail Spur

7. The existing airfield rail spur has been taken across the TROLLENHAGEN road, and is being extended to the north-west (see App. "A" fig.14 for route and extent); only one track has been laid to date, but a second is planned. A former spur, previously running to the north of the M/T workshops and underground fuel store (see J.I.B. Airfield Plan), no longer exists; the rails have been removed, and the concrete sleepers embedded in the ground are overgrown with grass. Some of the latter were removed when digging the drainage trenches referred to in para. 4 above.

Concrete Mixing Site etc.

8. Alongside the rail spur extension referred to in the previous paragraph, a cement storage shed has been built, and ballast and gravel "boxes" are under construction (App."A" figs. 12 and 13). Behind these a short length of narrow gauge railway has been laid (App. "A" fig.11), leading to the concrete mixing site (fig.10).

50X1-HUM

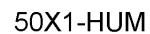
9. [redacted] force employed on the site at the beginning of April 1959 was approximately as follows:-

BAU UNION NEUBRANDENBURG	approx. 200 men
BAGGER und FORDER, BERLIN	" 85-100 men
REICHSBahn BAU UNION, BERLIN	" 50 men
Prison Labour, ex NEUSTRELITZ	" 50 men.

**SECRET**

50X1-HUM

**SECRET**



NEUBRANDENBURG AIRFIELD.

- SECRET**